1936

File No. 440/36

B CLASS Public Works **DEPARTMENT**

W. **BRANCH**

Subject:— Roads

Note by the Chief Engineer on asphalt surfacing

File No. 440/36 W.

Etd. Scott. Slip. 84 A.

G.P K.—J H 3 · 50,000—5.34
G. R., G. D No. 2108, dated 22-6-22.]

Correspondence

Sectt 78 A e

*DOCKET SHEET (B)

Subject:—

File No. 440/36

P. W. DEPT.

W BRANCH.

References:—

Date.	To whom sent.	Notes instructions,

Inspection Notes by Chief Engineer.

When asphalt surfacing is provided on a road is very desirable to provide a narrow stone kerbing at the junction of the asphalt surfacing and the side widths in order to pervent damage to the edges of the former. Once damage t the edges commences there is rapid extension inwords.

When any road is in cutting it is very desirable to have the side slopes of the cutting finished off uniformly to the required slopes. Roughly finished sides to a cutting while, perhaps not affecting the road surface, are definite blots on the landscape.

Road materilas should not be allowed to be stacked, or even placed before final stacking, within the limits of the road surface and side widths if at all possible. Where the road is in back, platforms for materials could be placed at suitable places, and where the road is in cutting recesses could be cut out.

Id/-
3-6-36

To

All S.Es.

(Below copy of Inspection Notes by the Chief Engr. to Govt., P.W.D., Bombay.)

No. 440/36-W.
P.W.D., B.C. 8th June 1936.

Copy forwarded, with compliments, to the S.Es. of Circles for information and guidance.

By order of the G. of B. (T,D.)

Id/-
4-6-36

Id/-
4-6-36

ANP.
28-5-56.

(Originals in file No.746/36).

Extract from the Dy. Secy's (R. & B.) note dated the 13-10-36.

There is, in may opinion, no need for any kerbing.

Id/- W.X.M.
13-10

Of course not, as the asplalting is edged with further metalling. My circular apparently requires amplification as local officers have not grasped the point of kerbing at all.

Id/- T.A.A.
14-10-36.

Copy of para. 1 of the Dy. Secy's (R. & B.) note dated the 19-10-36.

As regards kerbing, I think the C.E's inspection note may be amplified so as to make it clear to the local officers that narrow stone kerbing is desirable only when the asphalt surface of a road is flanked by earth or murum side-widths and is not necessary when it is flanked by metalling.

Id/- W.X.M.
19-10-36

Yes.

Id/-
20-10

Id/-
22-10-36.

440/36

W.B.

Resubmitted with the requisite draft for approval.

Id/-
22-10-36

Thou. A.E.

Id/-
22-10-36

440/36

No. 440/36-W.
P.W.D., B.C. 26th Oct. 1936.

Subject:- Provision of stone kerbing.

Memo.

The attention of the S.Es. Circles is invited to para. 1 of the Inspection Note by the C.E. to Govt., forwarded with G.M.No.440/36-W, dated the 8-6-36, and in amplification of the orders issued there in, they are informed, with compliments, that narrow stone kerbing is desirable only when the asphalt surface of a raod is flanked by earth or murum side-widths and is not necessary when it is flanked by metalling. The S.Es. are requested to communicate these instructions to the Ex. Engrs. of Dns. in their Circles, for information and guidance.

Id/-
22-10-36

By order of the Govt. of Bombay. (T.D.)

Id/-
23-10-36

ANP.
28-5-56.

JHR. 30/5/56